

# CHINA

THE

# MAIL.

Established February, 1845.

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HONGKONG, MONDAY, APRIL 9, 1877.

日六廿月二年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DEAGON & CO., 150 & 164, Leadenhall Street.

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## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMUS, Esq. Deputy Chairman—F. D. SASOON, Esq. E. R. BELLING, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. ED. TOWIN, Esq. BON. W. KIRKWOOD, Esq. A. MOYERS, Esq.

CHIEF MANAGER. Hongkong, . . . THOMAS JACKSON, Esq. Manager.

Shanghai, . . . EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

Fixed Deposits:—For 3 months, 2 per cent per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1877.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

### WEDNESDAY,

the 11th April, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,

SUNDRY NAVAL & VICTUALLING STORES, Comprising: Old Iron, Hoses, Glass, Lignum-vite, and India Rubber; Washing and Ice Making Machines, Galvanized Iron Baths, Provisions, Clothing Implements, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer. Hongkong, April 6, 1877. ap11

### PUBLIC AUCTION.

J. M. ARMSTRONG, ATKINSON & CO. have received instructions to sell by Public Auction, on

### THURSDAY,

the 12th April, 1877, at 2 o'clock p.m.,—ON THE SPOT

Unless previously disposed of by Private Sale,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House," Annual Crown Rent, \$181.40.

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, Annual Crown Rent, \$185.08, for Inland Lot No. 768.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. ap12

## Intimations.

### DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.

No. 1, Alexandra Terrace. Hongkong, April 4, 1877.

TO THE MERCANTILE COMMUNITY OF HONGKONG:

GENTLEMEN.—We have always been of opinion that to conduct business properly and amicably a regular system should be established whereby goods can be paid for by an acknowledged rule fair to everybody. You are no doubt aware that for years past the dollar question has been a very troublesome one. Dollars are imported into the Colony from various sources and of various standards.

The Government of Hongkong, in conjunction with the High Officers of Canton, have issued notices ordering Chinese to receive the American and the Mexican dollars in payment for goods irrespective of weight; they are accordingly used here without any difficulty, but the Chinese Merchants of other Ports come here, and they will only pay for their goods in dollars at current rate, or by weight. We sometimes offer dollars, in payment of business transacted, to foreign firms, but although good, they are declined. Traders from other parts are kept away from doing business in the Colony on this account, hence the great dullness of trade at present.

With a proper system we feel confident the trade, which is daily dwindling down, will speedily revive. We ask you, Gentlemen to consider the matter and call a meeting to devise some settlement of this question, whereby both Foreign and Chinese Merchants will be on the same footing. Dollars of all descriptions, unless specie, can be used here, if by weight; it does not matter if they are old or new to us. "Weight" seems the fairest and simplest plan. We beg Gentlemen, to ask your advice on the matter, and set you to settle this question at once and for good, and offer you every assistance we can give you on our part in discussing the matter as publicly as possible.

WM. CRUCKSHANK,

Manager.

Hongkong, November 21, 1876.

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUCKSHANK,

Manager.

Hongkong, November 21, 1876.

## Intimations.

### THE MEDICAL HALL.

37, Queen's Road, Hongkong. ESTABLISHED 1858.

TH. KOFFER, Proprietor. Hongkong, April 28, 1876. ap23

## HONGKONG.

### Chs. J. GAUPP & Co.

WATCHMAKERS & JEWELLERS.

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c., &c.,

Carefully Repaired, Cleaned and accurately

rated under guarantee.

All Repairs in the above line done at

reasonable rates and with despatch.

Hongkong, May 1, 1876. t.

### NOTICE.

LANE, CRAWFORD & CO. have been Appointed SOLE AGENTS for

China and Japan, for

JOSEPH STARKEY, LONDON,

Manufacturers of GOLD and SILVER LAUCES,

Embroidery, &c., and Military and

Naval Appointments of every

Description.

A Stock of these Goods will be kept on

hand for the Regiments stationed here,

as well as for the ENGLISH and AMERICAN

NAVIES.

Hongkong, March 14, 1877. ap14

### NOTICE.

LANE, CRAWFORD & CO. with Immediate Possession.

Apply to

LANE, CRAWFORD & CO.

Hongkong, February 7, 1877.

### NOTICE.

LANE, CRAWFORD & CO. TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has

This Day been Transferred to THE

MARINE INSURANCE CO., of 20, Old

BROAD STREET, LONDON.

By Order of the Proprietors,

WILLIAM HUNT, Secretary.

137, Leadenhall Street,

LONDON,

1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street,

LONDON,

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, \$1,000,000 STERLING.

RESERVE FUND, \$234,000.

W<sup>1</sup>TH Reference to the foregoing Adver-

tisement: THE MARINE INSUR-

ANCE CO. has This Day taken over the

Business of the LANE & ORIENTAL

STEAM TRANSIT CO., and has Appointed

Mr. A. McILVEE as its AGENT in Hong-

KONG.

By Order of the Board of Directors,

ROBERT J. LODGE,

Manager.

THE Undersigned is prepared to Accept

Risks and issue Policies on behalf of the

MARINE INSURANCE CO. of any First Class

Steamer.

A. MOYER,

Agent of the Marine Insurance Co. of

London.

Hongkong, February 16, 1877. ap17

### Now Ready.

### THE CHINA REVIEW

No. 4, VOL. V.

Annual Subscription, Six Dollars and

a Half.

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Essays on the Chinese Language, (Continued

from page 182.)

Deer Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of

Central and Western Asia during the

Fifteenth Century, Part II. (Continued

from page 182.)

A Legend of the Peking Bell-Tower.

A Chinese Hornbook.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese



detailed in another column, for the year ending March, 1877, appears an item of £10,400 for the Yunnan Mission, to be repaid by the Chinese Government." Costs generally follow the verdict, but we trust in this case the verdict will follow the costs.

The Messagers Maritimes intend to despatch the *Volga* from London, as an extra steamer on the 31st inst., to Yokohama, calling at the intermediate ports in the Straits and China.

We understand that tenders have been invited by the Directors of the P. and O. Company for the construction of steamers of 3,500 tons, with a speed of fifteen knots.

It has been stated by the Earl of Derby that the Convention entered into by Sir Thomas Wade has not yet been ratified. A deputation from the Associated Chambers of Commerce waited upon him on the 27th ult., when Mr. Ashworth, one of the gentlemen composing it, asked whether the Treaty had been ratified. Lord Derby's reply was that it had not. It was under consideration, and Sir Thomas Wade had been requested to prepare a memorandum upon the whole subject, giving in full his reasons for every concession he had made. The answer is significant, and is satisfactory as showing that the Government is determined to act with caution and will not be induced to give up any rights already existing under Treaty, without being fully satisfied of the justice or advantage of doing so. The clause which will be most carefully scrutinised is no doubt that relating to the Lekin and other internal taxation.

Hamburg, Feb. 27.—Since my last report shipping has been rather slack, and especially the arrivals from Transatlantic ports fell short. This, however, is to be attributed to the very soft winter which allowed the vessels instead of waiting in English ports for the reopening of shipping to come here right away at a time when after the usual run of things the river would have been full of ice. As arrivals from the Far East we have to register the *Galatea*, s.s., Captain Boehme, from Shanghai, &c.; *Pedras*, Jenson, from Tahiti (friendly Islands), and *Actis*, Kiling, from Bangkok, the latter after having been repaired at St. Helena, where she had put in leaky. Of departures we can only report the *Ferona*, Captain Schultz, for the usual route to Penang, Singapore, and China. On the the berth for the East are at present the *Galatea*, s.s., for Penang, &c.; *Anna*, Moennish, for Singapore; *Pega*, Nordvest (Norwegian barque); and *Adolph*, Horn (German barque, first voyage), both for Hongkong; and *Bernhardi Carl*, Lueders, for Japan. In other directions only thirty-two vessels are on the berth, certainly not sufficient number to encourage the German trade.

The First Lord of the Admiralty has awarded a vacant good service pension of £300 per annum to Vice-Admiral Sir Charles Shadwell, K.C.B., F.R.S., who was Commander-in-Chief on the China station from 1871 until 1875. The Chinese gunboats *Gamma* and *Delta* have been detained at Plymouth by bad weather; Mr. Campbell, the agent of the Chinese Government, finally despatched them on the 28th ult.

The Chinese Envoy and his suite will be present at the Drawing Room which will be held by the Queen this day.

Peru.—Congress has recommended the Executive to establish a steamship line for the introduction of free Chinese labour into the Republic. The objection of Congress to the contract, previously proposed was that the Government understood what Congress alone could sanction.

#### THE NAVIGATION OF THE HAINAN STRAITS.

The following Instructions supplied by Captain Coaker, of the Chinese gunboat *Ling-Feng*, in May, 1876, together with the following additional directions supplied by Commander Cochrane, R.N., of H.M.S. *Lily*, in March, 1877, for entering the Hainan Straits, are published in the Government Gazette:

**SUGGESTIONS BY CAPTAIN COAKER, OF THE CHINESE GUNBOAT "LING-FENG" FOR ENTERING THE HAINAN STRAITS FROM THE EASTWARD.**

It is dangerous to make the land in thick weather, or at night, as sand banks extend 20 miles North-east of the head.

Make Hainan Head on S. 60° W. bearing, steer for it until about six miles from it. Then steer a North-westerly course until Po Chui Pagoda is well open of Hainan Head bearing S. 40° W. Pass about four miles North of the Head. Then cut out, keeping eight miles North of the land until the Hummocks bear S. S. W., when run in for Hoi-how Bay, passing outside the Fishing Stakes.

The conspicuous marks on the land are as follows—

Mo-tou, high, bold, and large—makes as an island, often mistaken for one of the Ta Ya Islands, which are comparatively small.

Hainan Head, moderately bold land, with a distinctly marked dome on its end. The Head has rocks extending about five miles to the Eastward of it.

Po Chui Pagoda, which is on the top, and in the centre of three remarkable hills—these hills make as an Island.

After passing Po Chui, Hainan Pagoda is distinctly seen, and then the Hummocks, which are two domes close together.

The Sand Banks are very distinct, having dark yellow on them with heavy breakers at all times. The channels between them are from 4 to 5 miles wide, with a depth of 12 fathoms, and a light green-coloured water.

The tides are very strong, heavy overfalls existing all about the head.

These remarks must not be taken as sailing directions, but as suggestions.

**SAILING DIRECTIONS FOR HOI-HOW FROM HONGKONG BY THE TAYA ISLAND ROUTE (CLOSE ROUND N.E. POINT OF HAINAN), BY COMMANDER COCHRANE, R.N., OF H.M.S. "LILY."**

Shape a course for the Taya Islands S. W. & W. When within 7 or 8 miles of the North Taya, steer about W. S. W. till Mount Mo-fou is sighted, when the ship can gradually be hauled more to the westward, so as to pass about four miles to the northward of Mount Mo-fou. Keep on a west course till Mount Mo-fou bears S. S. E. & E., when steer about N. W. by W. for N.E. Point of Hainan. A line of breakers will now be seen clearly on the starboard hand. When approaching the N.E. Point, and within four miles of it, should you steer to under 10 fathoms and be under 2½ miles from the land, you should haul to the Northward under the breakers. When at

a distance of a mile or a mile and a half of the Point, keep nearly mid channel between the breakers and the Point. As you near the Point, close the land a little, as shoal water extends from the breakers about half way to the Point. Abreast the Point, the North extreme of breakers bears E. by N. one mile. A reef awash at high water runs due North & a mile from the N.E. Point. The course from the time of hauling up for the Point till abreast the North extreme of reef will probably be from N. W. by W. to N. N. W. & W.

The reef may be rounded at any convenient distance. The only known danger for several miles to the Northward of it is a small shoal which breaks in heavy weather and is said to have four fathoms on it, about 3½ miles N. W. & W. of the N.E. Point.

The *Lily* rounded the reef at about ½ of a mile with no bottom at 15 fathoms.

At times the current off the Head runs 5 to 6 knots, sweeping sharply round the Point. Owing to this, and to the narrowness of the Channel it is not advisable for any shipmaster to attempt the passage for the first time without a pilot. The shoal water occasionally is very heavy.

When round the Point steer W. & S. This course should lead well clear of the shoals between Pochiu and Bachaka Points, but if the current is running strong to the Westward a more Northerly course may be necessary as the West running stream often sets nearly S. W.

If ten fathoms or under are obtained when in the bay between Pochiu and Bachaka Points the vessel's head should be turned to the Northward at once as she will be very close to the shoals, and possibly in calm weather the sea may not always break on them.

When abreast the fishing stakes of Bachaka Point, which extend about 1½ miles in a N.W. direction from the Point, steer in about S. 30° W. for the Hummocks, two extinct craters 6 or 7 miles inland on the Western side of Hoi-how Bay.

A good anchorage, in 3 fathoms, will be found with the West Fort at the entrance of Hoi-how river about twice its breadth open of the end of the sand spit with the Hummocks bearing S. 29° W., end of sand spit S. 73° E.

(Signed) **BASIL E. COCHRANE,**  
Commander R.N.

#### Police Intelligence.

(Both Magistrates Sitting.)

April 9, 1877.

ON THE SPREE.

George Knight, Frederick Abbott, John Kitts, and Alex. Grimaldi, seamen H.M.S. *Charibots* were brought up by P.C. Sonhill Singing No. 563 under the following circumstances. The 1st defendant was seen with a curio box in his hand pursued by a Chinaman. He ran into a shop, but the keeper thereof ejected him and the Constable arrested him. He resisted him, however, struck him and hit him on the finger. The 2nd defendant came to him and tried to rescue the 1st defendant. The 3rd and 4th defendants also interfered and struck the Constable. The 1st defendant tried to prove mistaken identity. He was simply passing along and was taken up by mistake. The other defendants said they had no intention of interfering with the police. The 1st defendant was fined \$1 and to pay 50 cents amends. The others were fined 50 cents each.

#### UNLAWFUL POSSESSION.

Tang Alat and five others were brought up for stealing some poles from a mast-shed at the Spree. The 1st defendant was fined 40s. for being a native of the Spree. The 1st defendant was fined 40s. or one month's hard labour. The others were discharged.

**IGNORANTIA LEGIS NEMINEM EXCUSAT.**

The junk-master who was charged with having on board his junk a quantity of loaded stink-pots was again brought up to day. After referring to the various enactments and proclamations on the subject, the Magistrate fined the defendant \$5.

LARCENY.

Kwan Asaw, coochee, and Wong Ahoi, a bricklayer, were brought up again for stealing \$22 from a cookie house at Salyingpoon. The 1st defendant admitted that he had picked up a packet of silver, but it contained only \$16, and he gave it to the 2nd defendant who invited him to a brothel, and gave him only a few of the dollars. The 2nd also admitted the receiving, but that he did not know that the money was stolen property. The 1st was sent to one month's hard labour and to be twice flogged 10 strokes each time on the breech. The 2nd was sent to four months' hard labour.

#### A FOREIGN LOTTERY.

Ng Akwing, a shop-boy, was brought up for carrying on gambling, in that he had a quantity of books of the Wai-sing lottery.

The defendant said he was employed in a shop at Macao and he was sent over by his master with the books to deliver them to the parties addressed. The addressees were all subpoenaed to attend, but only a few were examined. They denied that they bought any of the lottery, and the addressees were there. The Magistrate said he had power to fine any one in possession of such books \$200 or send them to six months' hard labour in default thereof, but he would now treat the defendant as a rogue and vagabond and send him to one month's hard labour.

#### TRAFFIC IN WOMEN.

Lo Woh Yip, a married woman, and Leung Asz, a widow, were again brought up to answer the charge of bringing a woman into the Colony with intent to sell her to Singapore. It appeared from the enquiry made that the defendants' story was true, viz. that the prosecutrix was really the concubine of the 1st defendant's husband, and that she was not kidnapped down here. The girl herself admitted that the charge she brought was false, but she did so because she wanted her freedom, as the 1st defendant had said that she would sell her to Singapore. The defendants were therefore discharged, and the prosecutrix fined \$60 or fourteen days solitary confinement. A man came forward to claim the prosecutrix as her father, but she would not recognise him.

#### CHINA.

SHANGHAI: (News.) The French gunboat *Surprise* arrived on Saturday.

Mr. Robert Hart, the Inspector-General of Customs, arrived yesterday (April 1st) from the N.W. by the steamer *Chin-tung*.

We understand that the Refugees who were encamped outside the South Gate left on the 27th March, for their native districts.

The China Merchants Steam Navigation Company's steamer *Hochung* came into port on the evening of the 29th ult., having been away between four and five months. When she left she was cleared for Sowtof; thence she returned to Amoy and took coolies to Singapore. From there she went to Penang, Calcutta, Madras and Rangoon; and on her northerly passage called at Penang, Singapore, Hongkong, Amoy and Foochow.

The entries for the Shanghai Spring Race meeting closed on Saturday, as follows:

CHU-KA-ZA CUP.....	18
CRITERION STAKES.....	7
GRIFFINS PLATE.....	60
JOCKEY CUP.....	21
BROKERS CUP.....	22
TAOTAI'S CUP.....	15
ROADSTERS PLATE.....	18
GRAND ANNUAL STEEPLECHASE.....	10
SHANGHAI CUP.....	26
SHANGHAI DERBY.....	39
SPRING CUP.....	27
CONCORDIA CUP.....	30
RACE CRUZ CUP.....	22
TAIZLEE CUP.....	32
HUNDLE RACE.....	5
SHANGHAI CLUB CUP.....	46
GREAT NORTHERN PLATE.....	31
LADIES' PURSE.....	10
KIANGSU PLATE.....	47
CHAU-SIANG-KUO CUP.....	27
CONSOLIDATION CUP.....	47

The entrance fees amount to Tls. 3,625. The attendance on the Course on Saturday was very numerous, and pows followed in rapid succession. Owing to the rain that was somewhat soft; but the running was nevertheless, good on the whole; and with the numerous entries above given, proportionate acceptances may be expected, and good fields be presented at the post. So far, taken altogether, the coming meeting bids fair to be one of the most successful ever known in Shanghai.

H.E.M.'s gunboat *Midy* arrived yesterday.

The late Tarier General of Fohkiang, accompanied by his family and a large suite of attendants, occupying two steam-gumboats, arrived at Shanghai on Sunday, en route for Peking. One of the vessels was moored in the stream, and the other laid alongside the wharf. The latter was housed in, the deck being converted into a reception-hall; and nearly all day yesterday, the French Bund was enlivened by the arrival and departure of numerous visitors. The General will resume his voyage to Tientsin in the course of a day or two.

It seems that the Russian steamer *Batrak* grounded on the Blockhouse spit during Tuesday night. Being unable to get off with her own power, three tug-boats and about half a dozen lighters went to her assistance. The greater part of her cargo, coal from Nagasaki, had to be either lightered or jettisoned; and it was not until midnight on Sunday that she was towed off. During Saturday night a high sea was running, and one of the lighters was swamped. It has not quite disappeared, and it is expected that it will soon be raised. The *Batrak* came up the river yesterday (April 2nd) and anchored below the Naval yard.

About 2.30 yesterday morning (April 2nd) a shocking attempt to murder was made on a native boat on the Sowchoo Creek. Two boats were moored together, a man and woman forming the crew of one, and a man only of the other. This man solicited the woman to come to his boat, but the request was overheard by her companion, who got up and interfered. The fellow immediately took up a heavy wood-chopper and attacked him savagely, fracturing his skull in two places and inflicting a severe scalp wound besides. An alarm was given, and the injured man was rescued and removed by the Police to the Shantung road Hospital, where he now lies in a dangerous condition. His assailant was apprehended, and taken yesterday before the Mixed Court. The Magistrate considered the case too serious for him to deal with, and sent both the accused and the woman to the City to be dealt with by the Chehien. The woman treated the affair with great coolness. On being questioned as to its commencement she merely said she saw the men begin to fight, and knew no more about it.

PEKING.

The "Ninth Prince," as the youngest of the four Imperial Princes was commonly called, died yesterday after a long illness. His official designation was Prince of Fu. He was uterine brother of the Prince of Ch'üan (the so-called seventh Prince, and father of the young Emperor); but, unlike the seventh Prince, he bore a high reputation for mildness and uprightness of character. He was about 58 years of age.

NEWCHWANG.

We have had no skating, and what is worse no business. Our couriers have littered or been wind-bound, and now, just as we are hoping that the first steamers will soon arrive, we learn that the regular steamer (S. S. N. Co.) will be in the hands of the natives. Sportmen have been successful, however, no less than four bustards having succumbed to the guns of two good shots. Bowing must not be forgotten, and it is some satisfaction to place on record that for the first time in the annals of this port, the highest possible score has been attained. This occurred on 1st March, when the successful bowler, our worthy fellow resident, Ritter L. von Fries, placed the following totals to his already very high averages: 228, 215, 300, 201—212. Average, 25½ points.

Snow has fallen much to the satisfaction of agriculturists, and the weather is not intensely cold as it has been for the last three months. The river usually breaks up, about St. Patrick's day, but as a rule the ice floats up and down with the tide till about 20th March, and we have known some years when it was not safe for wooden vessels to come into harbour before 1st April. This season looks like a late one.

3rd March.

As usual St. Patrick's day did not leave the ice intact. The *Yehsin* came on the 1st, and the *Foochow* three days later; but even now there is a good lot of ice in the river, and natives don't like to leave cargo-boats. *Son Shieh* is the first pilot boat launched, but marks have not been put down yet, of course. The lightship is fastened down the river in front and slipped the dog, which sprang up with a roar! that made the others fall back, and caused an opening in the ice which Cooke slipped and escaped followed by stones and yells of "kill" into Mr. Coote's compound. Shortly afterwards

ice is still dangerous at times, for vessels not made of iron.

Our market, after a collapse which lasted the whole winter, has opened at last, and some sales of 8,7 Grey Shirts have taken place at Tls. 1.40 & Tls. 1.50; English Drills at Tls. 2.20 & Tls. 2.25; Malwa, Tls. 4.40 & Tls. 4.45. Export produce remains awfully dear, and freights will have to be low to make it worth while for shipping to operate.

The C.M.S.C. Co. have an office in the native city, and talk of doing a regular steamship business. The *Middle*, by some other name, may perhaps keep up the line, but it is to be hoped the other steamer Companies will compete.—N. C. D. News.

#### STRIKE OF WHEELBARROW COOLIES AT SHANGHAI.

&lt;p

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Madras and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premiums current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings, or on Goods stored therein, or on Goods in Mâtabeds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1871.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company.

## CHINESE INSURANCE COMPANY. (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,  
General Agents.

Hongkong, April 17, 1871.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of £15,000 on Buildings or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premiums.

NORTON & Co.,

Agents.

Hongkong, January 1, 1871.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Established by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £3,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1871.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.,

Hongkong, July 25, 1871.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorising them to issue Policies to the extent of £10,000 on any one first class Risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 6, 1871.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

## Mails.



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

Also, Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship *K H I V A*, Captain LEE, will leave this on THURSDAY, the 12th April, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, April 2, 1871. ap12

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF TOKIO*, will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, 1871, at 3 p.m., taking Passengers, and Freight, for Japan, the United States and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 18th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consign Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 10, Praya Central.

RUSSELL & Co., Agents.

Hongkong, March 21, 1871. ap14

## Occidental &amp; Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GÄLIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 60th Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20% on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 3, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, April 8, 1871. ap14

## Intimations.

## THE CHINESE MAIL.

## TERMS OF ADVERTISING IN THE CHINESE MAIL.

## —10—

## BOOKS BOUND IN APPROVED PATTERNS.

## —11—

## TOP SALE.

## AGREEMENTS FOR FOREIGN-PRINTED SHIRTS.

## LADY'S AND GENTLEMAN'S WASHING BOOKS.

## —12—

## CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS,

## POWERS OF ATTORNEY,

## CHARTER PARTIES,

## SHIPPING ORDERS,

## BILLS OF LADING,

## PASSENGER LISTS,

## BILLS OF SALE,

## LOG BOOKS,

## WILLS.

## —13—

## CHUN ATYIN,

## Manager,

Hongkong, February 22, 1874.

China Mail Office, 3, Wyndham Street, (Bank of Club).

## Intimations.

## W. BALL,

## CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUPPLIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf,  
Hongkong, July 13, 1876.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN ATYIN,

Manager.

China Mail Office,  
17th February, 1874.

## WASHING BOOKS.

(In English and Chinese, WASHING BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.)

CHINA MAIL OFFICE.

## NEWS FOR HOME.

## The Chinese Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

## A NEW STOCK OF NEXT JOBBING TYPES HAVING BEEN RECEIVED

FROM ENGLAND.

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION

AT REASONABLE RATES.

FANCY BALL PROGRAMMES

ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS, assorted colours.

MENU CARDS, In Gold & Coloured Borders & Patterns

—10—

BOOKS BOUND IN APPROVED PATTERNS.

—11—

TOP SALE.

AGREEMENTS FOR FOREIGN-PRINTED SHIRTS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

—12—

CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS,

POWERS OF ATTORNEY,

CHARTER PART